

## Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410 ■ (909) 884-8276  
[www.sanbag.ca.gov](http://www.sanbag.ca.gov)

### ■ Transportation funding forecast is bleak

"A trickle of new money, but almost nothing" was the best case scenario presented for the next state transportation funding cycle, set for adoption in the spring of 2006.

Ty Schuiling, SANBAG's Director of Planning & Programming, painted a grim picture of future funding through the State Transportation Improvement Program, known as the STIP. Comprised of state and federal gas tax revenue, the STIP provides funding for Caltrans maintenance and operations and larger capacity enhancing projects, such as new or wider freeways and interchanges.

Historically the STIP has been SANBAG's largest source of revenue for new transportation projects, Schuiling said. Prior to 2002, the agency typically received \$60 million per year in new funds from the STIP. State budget problems emerged in late 2002; the last STIP allocation by the California Transportation Commission was made in June 2003.

The 2004 STIP offered no new revenue. Previously programmed projects were kept afloat, but completion dates were extended. Since that time, the situation has worsened. Funds are no longer available to fund even Caltrans maintenance efforts, which are a high priority. Maintenance projects are backlogged, a condition that will impact future STIP allocations, Schuiling explained.

SANBAG now is bracing itself for the 2006 STIP cycle. (STIPs are adopted in the spring of even-numbered years). Caltrans will prepare an estimate of available funds from gas and diesel taxes for review in July. This fund estimate should be adopted in August. The proposed suspension of Proposition 42 and the delay of a new federal transportation act will make the fund estimate even more uncertain.

Under the California Transportation Commission's best case scenario, the 2006

STIP will include a "trickle" of new funds, only enough to sustain existing programs. This scenario likely will result in a loss of \$1 billion to the STIP, from \$5.5 billion to \$4.5 billion.

The CTC's worst case scenario is extremely grim, with the STIP losing \$3 billion, more than half of its value. This would result in massive hits to transportation projects statewide.

Locally, the widening of Interstate 215 through San Bernardino and the addition of a westbound lane on Interstate 10 from Yucaipa to Redlands would be seriously impacted.

Executive Director Norm King projected that if the current funding situation continues, the STIP would have no value by 2009-2010, unless an increase is made to gas taxes.



### ■ Positions open to SANBAG Board members

Board members are invited to apply for vacancies on several transportation committees. Interested members should call President Paul Biane or SANBAG staff for more information.

Openings include:

- One member, Commuter Rail Committee
- One member, Southern California Association of Governments (SCAG) Energy & Environment Committee
- One member, SCAG Community, Economic & Human Development Committee
- One member, Goldline Joint Powers Authority

In addition, elections will be held this winter for members of the SCAG Regional Council, as follows:

- Feb. 23: Adelanto, Apple Valley, Hesperia, Victorville region
- March 8: Highland, San Bernardino region
- March 14: Montclair, Rancho Cucamonga and Upland region
- March 22: Barstow, Big Bear Lake, Needles, Twentynine Palms, Yucca Valley region

### Down the road ...

- Feb. 10: Major Projects Committee, 9 a.m.
- Feb. 16: Plans & Programs Committee, 12 noon
- Feb. 17: Route 210 Open House, 5-7 p.m., Kolb Middle School, Rialto
- Feb. 18: Mountain-Desert Committee, 9 a.m.
- Feb. 24: Route 210 Open House, 5-7 p.m., Arroyo Valley High School, San Bernardino

## Board approves contract for kangaroo rat trapping

### Endangered species to be relocated from Lytle Creek



San Bernardino kangaroo rats soon will have a new home. Listed by the U.S. Fish and Wildlife Service as an endangered species since 1998, the rat thrives in areas soon to be under construction for State Route 210 in Rialto and San Bernardino.

To comply with USFWS, the Board of Directors approved amending a contract for on-call environmental services with LSA Associates.

The \$117,500 amendment to LSA's contract will cover trapping kangaroo rats in the Lytle Creek area, relocating them to an adjacent habitat and training workers to ensure that the impact to endangered species is minimized.

This month's issue of *Measuring Success* takes a look at environmental mitigation required for Route 210 construction.

#### San Bernardino kangaroo rat

The San Bernardino kangaroo rat is a small, nocturnal, burrowing animal that is active year-round. It can be distinguished from other kangaroo rat species by its four toes, rather than five, on each of its hind feet. The rat measures about four inches in length and between nine and 10 inches total with its tail.

The SBKR prefers alluvial scrub habitats on gravelly and sandy soils near rivers and streams and on alluvial fans. In the past, their range covered more than 300,000 acres of alluvial scrub habitat in the Inland Empire. Currently they occupy about 3,240 acres of habitat, divided among seven widely separated locations in both counties. The remaining habitat is threatened by urban development, such as housing and roads, sand and gravel mining, flood control projects and seasonal flooding.

#### Route 210 endangered species mitigation

The new contract amendment will fund the trapping and relocation of an estimated 40-60 kangaroo rats in the Lytle Creek area. This work is in addition to a number of other efforts made to mitigate effects to the environment from the construction of the new freeway. Biological mitigation has included:

- Establishment of the Etiwanda preserve, which consists of 762 acres of land acquired by SANBAG and preserved in perpetuity by an endowment funded by SANBAG. This preserve provides for habitat lost or disturbed within the Route 210 corridor, with the exception of the Lytle Creek area. The cost to establish and maintain this preserve is an estimated \$8 million.
- Acquisition of a CalMat land bank of 112 acres to offset habitat loss within the Lytle Creek area. Like the Etiwanda preserve, this land bank ensures that the habitat is preserved in perpetuity. The cost for this land bank is about \$2.5 million.
- Replanting of disturbed areas with native plants within the freeway corridor right of way, restoration of alluvial fan scrub in temporary construction easements and construction schedules that prohibit disturbing areas during the nesting season of the California gnatcatcher.

## Route 210 Open Houses set for Feb. 17, 24



Residents, commuters and business operators are invited to attend two Open Houses this month to learn about upcoming construction of State Route 210 in Rialto and San Bernardino.

Meetings will be held:

- Feb. 17, 5-7 p.m., Kolb Middle School, 2351 N. Spruce Avenue, Rialto
- Feb. 24, 5-7 p.m., Arroyo Valley High School, 1881 W. Baseline, San Bernardino

Representatives from SANBAG, Caltrans, the City of Rialto and the City of San Bernardino will be on hand to provide information and answer questions. A presentation will be held at 6 p.m. at both Open Houses. Exhibits, maps, brochures and safety materials also will be available.

Comment cards will be provided to provide written questions or other feedback about the project. For questions about the Open House or the project in general, call the toll-free Route 210 helpline, 1-866-HELP-210.

Funding for the new freeway is provided by a combination of federal, state and local funds. The local funding source is Measure I, the half-cent sales tax for San Bernardino County transportation improvements. State Route 210 is SANBAG's largest Measure I project.

